



March 1, 2005

Connie Holland, Director
Office of State Planning Coordination
540 S. DuPont Highway, Ste. 7
Dover, Delaware 19901

RE: City of Dover Comprehensive Plan Update Amendments PLUS Review Requests
- Annexation Plan Amendments
- Land Development Plan Amendments with Comprehensive Rezoning Map
- Implementation Plan Amendments

Dear Ms. Holland:

The City of Dover has prepared a series of Comprehensive Plan Chapter or Map amendments for your consideration. These were primarily anticipated in the 2003 Comprehensive Plan Update approved by City Council and Certified by the State of Delaware. The three elements are the Annexation Plan and Map amendments that were described in the original Comprehensive Plan, the Land Development Plan Map amendments related to the comprehensive review of the City's Zoning Map and amendments to the Implementation Chapter to reflect recent occurrences, such as the Kent County Transfer of Development Rights legislation. The City's Memorandum of Understanding requires comments from the PLUS process and group before we proceed.

The three issues are sufficiently alike to allow them to be considered at one session of the PLUS Committee. Given the similarities, I respectfully request they be heard together during the April PLUS process. I have included separate application forms for the three issues. I have also prepared maps related to the Land Development Plan and Growth and Annexation Plan amendments.

I look forward to meet with you and the review committee to discuss this concept. If you have any questions or concerns, please contact me at 736.7010 at your convenience.

Thank you for your consideration and assistance with this matter.

Sincerely,

James J. Galvin, Jr., AICP
Director, Planning and Inspections

**Amendment to
City of Dover Comprehensive Plan
Chapter 12
Annexation Plan
Presentation for PLUS Review, March 2005**

The Chapter 12: Annexation Plan approved in the adopted Comprehensive Plan anticipated an amendment to include the results of the Cost/Revenue Analysis for the potential annexation parcels and any changes to the Plan based on the results. The consultants hired by the City has developed a methodology for assessing the costs and revenues and reported on the results for the major parcel groups identified on the index map included as Attachment A to this chapter. The methodology is included as Attachment B of this chapter

The results of the analysis identified that annexation of all but two of the thirty seven parcels or parcel groups identified would have a positive financial impact on the City if all revenues and liabilities are considered. The summary estimates are included as Attachment C of this chapter. The two parcels that did not indicate a positive return to the City upon annexation were enclaves included in Category 1: Lands to be Annexed for Boundary Rationalization. Both parcels have substantial proportion of existing development.

The results of the cost revenue analysis were to be a tool to assist the City in determining appropriate annexations; one element of an analysis of each request. The analysis of any particular parcel should consider the proposed zoning and land use, the Land Development Plan of the Comprehensive Plan, the surrounding land uses and the cost/revenue balance. The City can generalize from the analyses of the gross parcel groups and make recommendations for the future annexations to the City.

- 1) The Category 1 properties, Lands to be Annexed for Parcel Rationalization (or Enclaves) should be pursued for annexation. Twenty two 'Green' areas were identified and studied by the consultant team for the potential income to the City and twenty of them were estimated to provide a positive cash flow that amounts to over \$1.35 million net per year. Despite the negative balance in the cost revenue analysis for two of the areas, they are essentially surrounded by City property and should be included within our boundaries.
- 2) The Category 2 properties, Lands with Near Term Annexation Potential parcels should be pursued as well during the period of this Comprehensive Plan and any remaining parcels included as appropriate Annexations in subsequent Comprehensive Plan Updates. The 'Yellow' properties have been the primary focus of the annexation activity since the approval of the 2003 Comprehensive Plan Update. The major portion of the land area included in this category has already been annexed into the City and there seems to be interest in additional annexations. The remaining parcels would bring a net income of over \$400,000 per year if developed.

- 3) The Category 3 properties, Lands Requiring Further Evaluation for Annexation have proven to be equally financially beneficial to the City of annexed and fully developed. If the City identified all the 'Pink' areas as being desirable for annexation, annexed them and they were fully developed, the City would enjoy over \$2.7 million in annual income from the properties.
- 4) The Areas of Concern were not evaluated by the consultant team and the Annexation Plan indicates the City will have no interest in annexing parcels so identified. The 'Brown' areas may be analyzed using the model as necessary.

The methodology and the calculations developed by the consultant team may be applied to properties that were not considered in their original analyses. The City may use the model to estimate the impact of any land development on any parcel. There are areas of the City that were not studied by the consultant team as guided by City staff. These included all areas east of Route 1, even the enclaves identified as Lands to Be Annexed for Boundary Rationalization along Horsepond Road.

Proposed Re-Categorization of Potential Annexation Lands

The cost/revenue analyses were completed for complete development of studied areas based on the proposed land uses identified on the Annexation Plan Map. The City has completed analyses of other areas of interest, both 'Pink' and 'Brown'. As mentioned above, there are several considerations that influence the choice of properties for annexation. Based on the analysis, the City can make recommendations on changing the category of two areas from Category 3 (Pink) to Category 2 (Yellow) and one area from an Area of Interest (Brown) to Category 2 (Yellow).

The first Category 3 area includes the parcels along the South side of Route 8 and Artis Drive as identified on the Proposed Revised Annexation Plan Map submitted with this amendment as Attachment E. The City has installed a water main along this length of road as was anticipated in the Comprehensive Plan Update. It is adjacent to the parcels on the south side of Route 8 between the village of Westover and Cranberry Run that is Category 2. There is current construction of two significant buildings on these parcels that have requested the City service. The staff recommends the re-categorization of these parcels.

The second Category 3 area includes the parcels east of Route 1 behind the Dover International Speedway and owned by the Speedway. They were not studied because there is an agreement against development of such properties. The Speedway uses these parcels for various types of parking for race events. Even with annexation, the City may zone these parcels for a use that precludes development. The Staff recommends the re-categorization of these parcels.

The last change area is to area east of Horsepond Road north of the Kent AeroPark. The property owner has discussed the potential for annexation of a portion of land for development as an industrial park. The parcels are south of South Little Creek Road,

an area identified in the Memorandum of Understanding as not specifically subject to PLUS review. This special status given to the subject parcels reflected the nature of the intensive uses already established east of Route 1 in the area, including the AeroPark and the Air Force Base. The City proposes identifying the portion of the Humphrey Farm parcel of approximately 100 acres with a boundary line that extends from the current City Boundary on South Little Creek Road to the northern edge of the Kent AeroPark as Category 2.

Classification of Potential Annexation Lands

The Annexation Map included in the Comprehensive Plan Update and as amended indicates a potential land use for each of the identified annexation areas. The areas are identified as:

R	Residential;
C	Commercial;
I	Institutional; or
Ind	Industrial

Obviously within each land use category are several potential zoning designations. (A matrix of these permutations is included in the Comprehensive Rezoning application.) There are two areas for which the staff has proposed changes in designation; to the east of the railroad north of College Road and on the east side of South State Street extended, south of the Puncheon Run Connector.

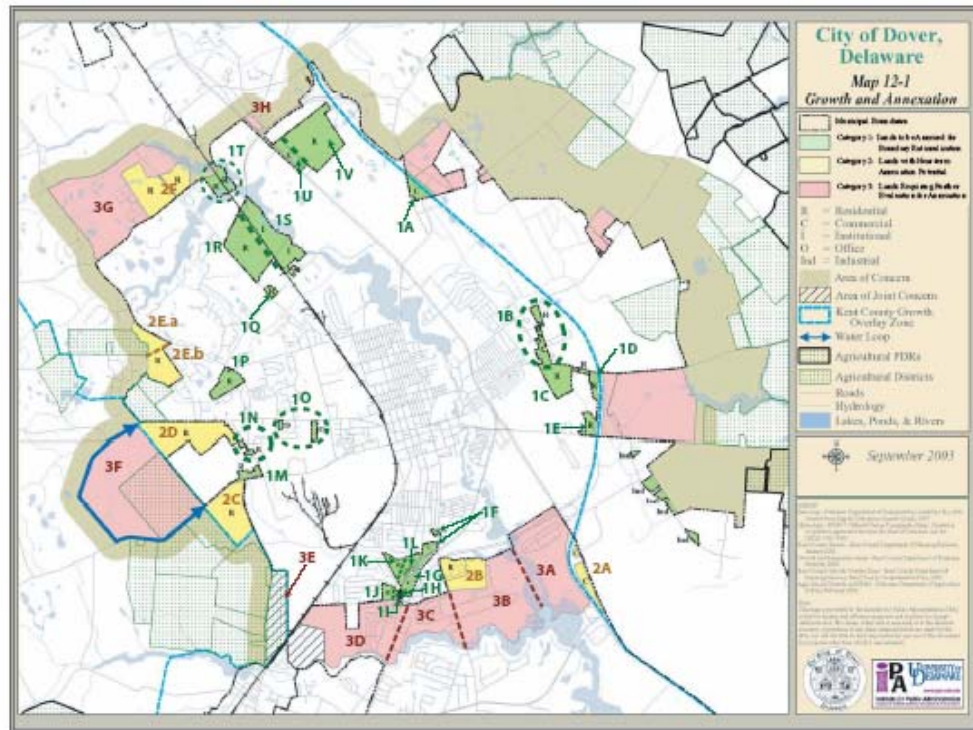
The review of each parcel should reflect a consideration if the details that may not be accommodated in a city-wide Plan. That review may include:

- Recalculation of the cost/revenue analysis for individual parcels based on changes in proposed use or density ;
- Character and compatibility of the surrounding land uses and properties;
- The street type and capacity serving the property;
- Environmental concerns and conditions that may influence land use and zoning;
- Market concerns and conditions;
- The compatibility with the overall goals of the Comprehensive Plan.

Each annexation request will be evaluated based on these criteria.

The Revised Map includes changes to

Attachment A: Annexation Plan Index Map



Overview

Urban Partners, with Kise Straw & Kolodner, held a series of focus group meetings with City of Dover department heads to gather information and data regarding cost and revenue sources. During these meetings, department heads relayed anticipated service requirements, such as extra policing or utility capacity, specific to particular annexation modules to be accounted for in the analysis tool.

Beginning with the City's 2003 Annual Budget and information gathered in the focus group meetings, Urban Partners prepared a list of cost and revenue sources to be addressed by the analysis tool and began the process of drafting formulas to calculate the fiscal impact of annexation. Given the different types of zoning and development proposed for each of the 37 annexation modules, it became apparent that different sets of formulas were needed to handle residential and non-residential (primarily commercial and industrial) development. Additionally, we made the decision to separate capital and operating costs as well as to examine existing development separately from proposed development.

We prepared multiple drafts of the analysis tool and tested it on a representative sampling of modules including one with residential development only, one with non-residential development only, and one with both types of development. Throughout this process, Urban Partners worked extensively with the City Manager and relevant department heads to ensure that the approach being taken and the data sources being used were appropriate. During our work, the 2004 Annual Budget became available, and we updated the analysis tool to reflect 2004 budget figures.

The resulting cost/revenue analysis tool consists of a series of linked formulas and spreadsheets. An overview development program sheet was prepared for each module that lays out the physical development data as prepared by Kise, Straw & Kolodner, as well as base economic development calculations including land and property values and tax base impact. The development program is followed by two sets of formulas, one for residential development (existing and proposed) and one for non-residential development (existing and proposed).

Formulas for residential development are calculated on a per person or per residential unit basis; formulas for non-residential development calculate cost and revenue based on the estimated percent increase of the overall existing non-residential tax base.

On the cost side, the tool separates capital and annual operating costs. Based on current City policy, in almost every instance, the developer of a particular module is expected to assume all of the required capital costs including sewer/water and electric infrastructure and road installation.

Based on input from the Chief of Police regarding specific modules (1V, 3A, and 3D), the analysis tool is customized to reflect the need for additional police patrol coverage.

Findings per module are displayed in tables showing impact over a ten-year period. New development is shown to be built out over a 4-year development period, with relevant cost and revenue ramping up incrementally. Cost and revenue relating to existing development is reflected as of Year 1. Years 5-10 reflect the anticipated fiscal impact of a completed development.

There are up to three tables per module showing fiscal impacts from residential, non-residential, and combined development. If a module contains only residential development then the program will be followed by only a residential set of formulas and table. Likewise, if a module contains only non-residential development then the program will be followed by a non-residential set of formulas and table. If a module contains both types of development, the program will be followed by the residential and non-residential sets of formulas and tables as well as a third table showing the combined impact of residential and non-residential development for the module.

Each module's analysis includes an additional table that shows cost, revenue, and net impact by City fund: General, Water/Wastewater, and Electric.

The cost/revenue analysis tool was applied to each of the 37 annexation modules. Development program sheets, calculations, and tables for each module are included in **Appendix 2**. Finally, impacts are summarized in a series of nine tables, three for each of the annexation categories defined by the City: Category 1 Lands to be Annexed for Boundary Rationalization (Modules 1A-1V), Category 2 Lands with Near-Term Annexation Potential (Modules 2A-2F), and Category 3 Lands Requiring Further Evaluation for Annexation (Modules 3A-3H). The three tables per category show cost, revenue, and total impact (revenue minus cost) by module over the ten-year development and post-development period. Summary tables are attached in **Appendix 3**.

Category 1: Lands to be Annexed for Boundary Rationalization

[illegible]

Category 2: Lands with Near-Term Annexation Potential

[illegible]

Category 3: Lands Requiring Further Evaluation for Annexation

[illegible]

1. Findings should not be viewed cumulatively:

- Not all modules will be annexed and developed simultaneously. The tool is intended to review the fiscal impact of individual annexations and does not consider cumulative impacts;
- The development of a particular module may not occur precisely within the four-year development period defined in the analysis tool. Both the pace of development by module and the overall pace of development will vary considerably from what is shown in this report depending on specific development proposals.

2. Findings by module will vary as the analysis tool is updated to reflect specific development proposals:

- Analysis by module is based on a uniform development potential analysis, with the exception of the few modules for which the City provided detailed development proposals;
- As modules come up for annexation consideration, the City may wish to update the analysis inputs to reflect particular development proposals or alternative zoning.

3. Annexation decisions should not be made solely on cost/revenue analysis findings:

- Analysis findings are intended to be considered as one of several variables taken into account by the City when weighing the pros and cons of the annexation of a particular site;
- Other variables include quality of life and social benefits not accounted for in the tool, City growth management objectives, and infrastructure capacity.

Attachment D: Proposed Annexation Plan Map

The Dover Plan: From the People-For the People is the City of Dover's Comprehensive Plan. The Comprehensive Plan Update 2003 was adopted by the City of Dover Planning Commission and City Council in September of 2003 and certified by the State of Delaware at that time. As required by the State of Delaware the City's Official Zoning Map is to be updated to conform to the Comprehensive Plan within eighteen months of its adoption. The Department of Planning and Inspections for the City of Dover is submitting the Official Zoning Map update to the State Office of Planning and Coordination's (OSPC) Preliminary Land-Use Services (PLUS) for review.

Within the Comprehensive Plan Update 2003 there is a chapter dedicated to the future land development or parcels within the City. Chapter 11, titled The Land Development Plan, discusses many issues dealing with future development of the City of Dover. The Land Development Plan Map (Map 11-1) for the City of Dover was adopted with the Comprehensive Plan Update and is narrated in Chapter 11 of the Plan. The Comprehensive Plan Update indicates:

“The purpose of the Land Development Plan is to highlight planning issues, problems and concerns that have been detected from analysis of population and land development data, and from the voices of the citizens of Dover as expressed at the community planning workshops in 1996 and the Comprehensive Plan Update Workshops in 2003.”

The Land Development Plan chapter specifies assumptions and recommendations for a wide variety of land uses, including Residential, Commercial, Institutional, Office Parks and Industrial. The recommendations were documented on the Land Development Plan Map (11-1). The Land Development Plan indicates the recommended future development of each parcel in the City of Dover.

The Official Zoning Map of the City of Dover is required by the State to be in conformance with the land use types of the Land Development Plan Map. The Land Development Plan Map indicates “Land Use Types” for each parcel in the City. Zoning Districts can be classified in several different land use types as indicated by permitted uses in the Zoning Ordinance.

The staff for the Department of Planning and Inspections has determined where each zoning district should be classified within the categories of land use types. One example would be that our C-1 (Neighborhood Commercial) Zoning District is a low intensity commercial district designed to be located among residential uses. The C-1 Zoning District would be classified in the commercial land use and the residential land use categories on the Land Development Plan Map. Another example is our CPO (Commercial/Professional Office) Zoning District, would be classified as a commercial land use and as an office park land use and therefore, would be considered in compliance with the Land Development Plan Map in those categories.

Another zoning district found to be classified in different land use categories is the RGO (General Residence and Office) Zoning District. The RGO Zoning District primarily located along the State Street corridor and in Downtown Dover, would be interpreted as

residential and office land use types. This type of interpretation was used in many cases and is in compliance with the goal of this Department to encourage mixed uses throughout the City.

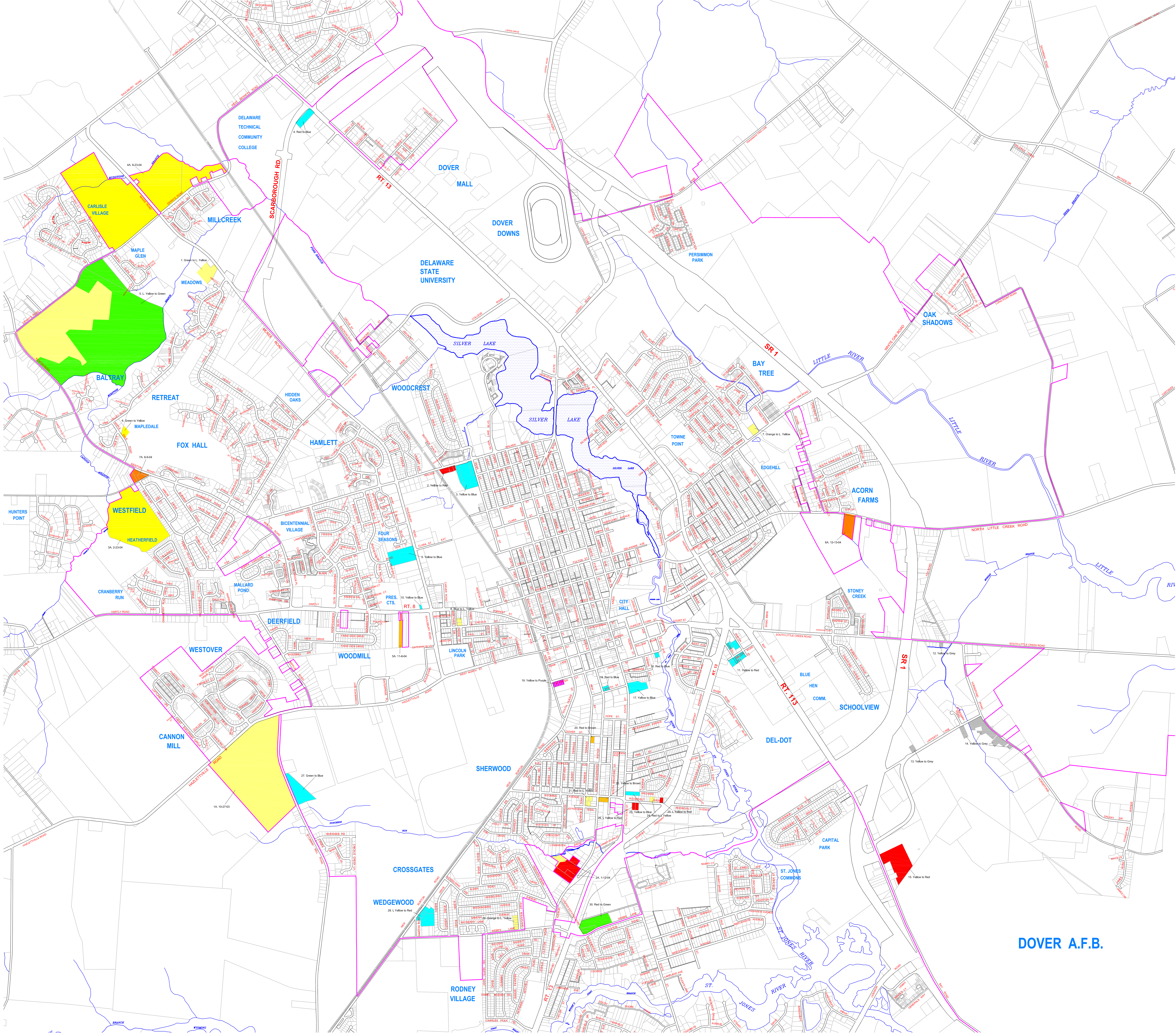
Another approach to the determination of compliance with the Land Development Plan Map involved the current land use of a parcel versus the land use type. For instance, a place of worship is a conditional use in all residential districts. The use is inherently institutional and the Land Development Plan Map indicated it as such. Staff has found it unnecessary to rezone these parcels to Institutional as their current land use is permitted by the Zoning Ordinance and is conforming to the Land Development Plan Map.

The above mentioned steps were a very extensive part of our Official Zoning Map update process. The first step was to determine, in very raw form, the discrepancies between the Land Development Plan Map and the Official Zoning Map. The Department's mapping techniques were used in this process. The discrepancies were investigated by staff with site visits to each parcel. Staff made recommendations on possible rezoning of specific properties. These amendments were based on current land use, neighboring land use and the narrative in the Land Development Plan chapter. The final rezoning recommendations are indicated in the Comprehensive Rezoning Project 2005 Chart and on the Updated Zoning Map.

During the investigation into possible rezoning it was realized that there are several issues that are needed to be resolved on the Land Development Plan Map (Map 11-1). Many areas on the Land Development Plan Map that were nonconforming with the Official Zoning Map are unnecessary to rezone and are better addressed by a Land Development Plan Map revision. Some of these areas are recommended by staff to be changed on the Land Development Plan Map.

Staff has deemed these changes to be in compliance with overall mission of the Land Development Plan. These various amendments occur for many reasons; perceived mapping errors, change in data and updated planning visions for certain neighborhoods. These changes in no way constitute a rezoning to the property, just a change to the land use type of these parcels. The final Land Development Plan Map Updates are indicated in the Land Development Plan Update Chart and the Updated Land Development Plan Map.

The next step for the Planning Staff is to notify the property owners that are subject to rezoning action. In the following weeks, Planning Staff will hold meetings with any property owners having questions and concerns with the proposed rezoning. In early April, there will be Informational Workshops for the public, with the updated maps on display pertaining to the Comprehensive Rezoning Project and the Land Development Plan Revisions. The final stages of this process are expected to take place in May, with a Planning Commission public hearing and recommendation and City Council public hearing and action.



Land Development Plan Map Project 2005

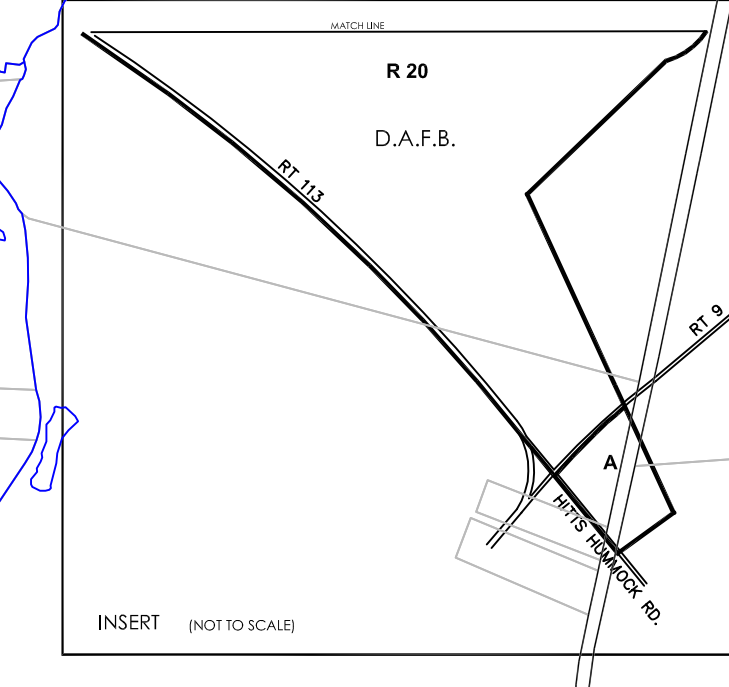
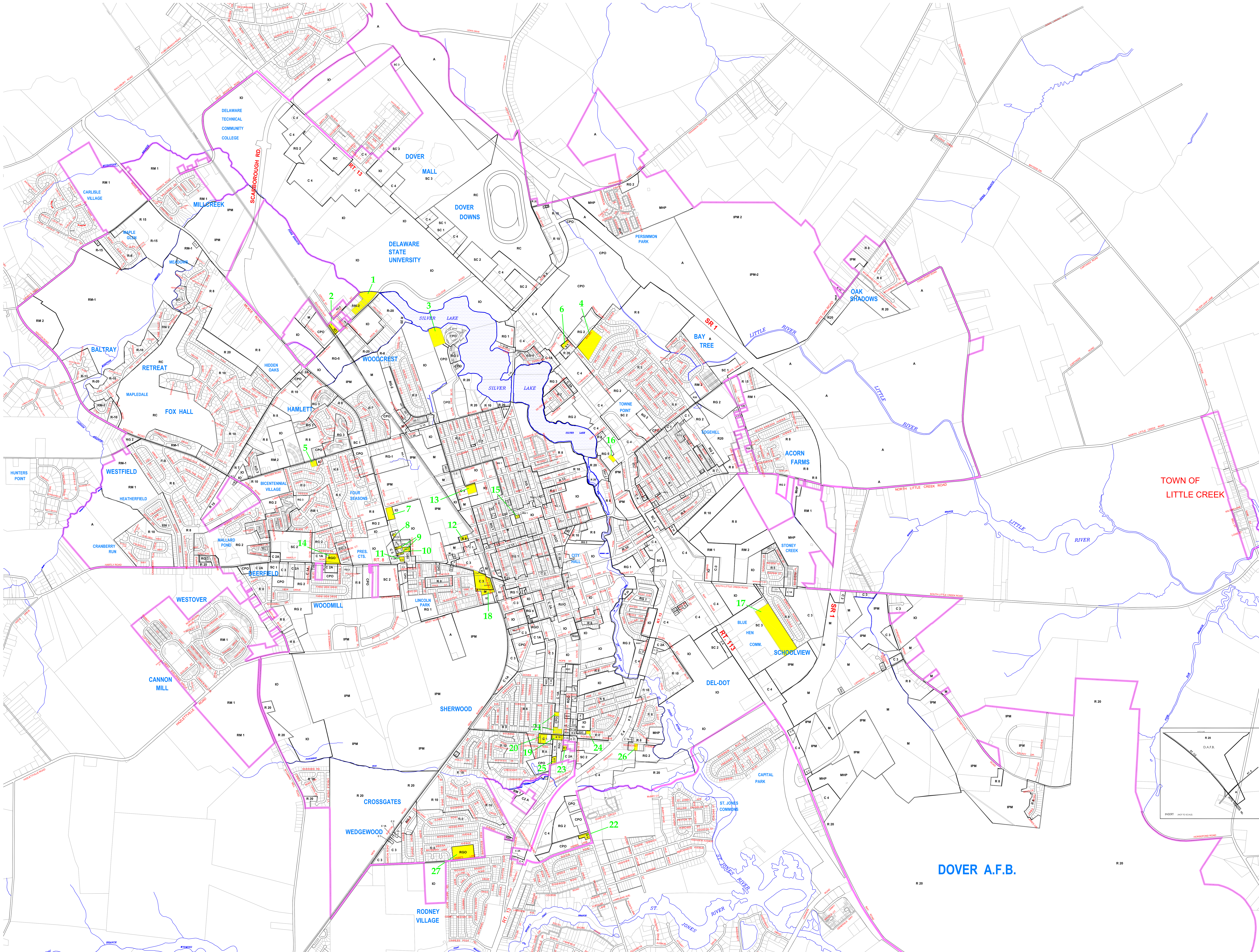
No.	Address/Location	Current Land Use Category	Current Land Use	Current Zoning	Proposed Land Use Category	Comments
1	McKee Road, between Denny's Road and Scarborough Road	Open Space	Residential	RM-1	Low Den. Res.	Seskinore Subdivision
2	Walker Road, between the Railroad Tracks and Pear Street	Med. Den. Res.	Retail	C-2A	Commercial	Walker Road Shopping Center
3	Walker Road, between the Railroad Tracks and Pear Street	Med. Den. Res.	School Social Club	IO	Institutional	Fairview Elementary School Delaware Vets Social Club
4	SW corner, Scarborough Road and North DuPont Highway	Commercial	State Property	C-4	Institutional	Welcome to Dover Sign
5	Kenton Road and Denny's Road	Low Den. Res.	State Property	RM-1	Open Space	Anne McClements Woodland Preservation Area
6	Maple Dale Road	Open Space	SFD	R-10	Low Den. Res.	Maple Dale Subdivision
7	White Oak Road, between Nimitz Road and Bay Tree Road	High Den. Res.	SFD	R-20	Med. Den. Res.	
8	Lincoln Street	Institutional	SFD (2) vacant	RG-1	Med. Den. Res.	
9	Saulsbury Road, between Matterhorn Drive and Forrest Avenue	Low Den. Res.	Social Club	R-8	Institutional	Elks Club Lodge
10	Route 8, east of Scarborough Road and Forrest Avenue intersection	Med. Den. Res.	SFD	IO	Institutional	
11	Cowgill Street and Martin Street, Route 113 and Route 13 split	Med. Den. Res.	SFD (multiple)	C-4 RG-1 R20 RG-3	Commercial	
12	South Little Creek Road, between State Route One and Horsepond Road	Med. Den. Res.	SFD	C-3	Industrial	
13	Lafferty Lane, between Bay Road and Horsepond Road	Med. Den. Res.	SFD (2)	R-20	Industrial	
14	SW corner, Lafferty Lane and Horsepond Road	Med. Den. Res.	SFD vacant	R-8	Industrial	

15	Bay Road, north of the Dover Air Force Base	Med. Den. Res.	Retail	C-4	Commercial	
16	Water Street, Capital Complex	Commercial	Offices	IO	Institutional	Delaware State Education Assoc.
17	South State Street, between Elm Terrace and Sackarckin Avenue	Med. Den. Res.	SFD	IO	Institutional	Kent General/ Bay Health (previously Gates property)
18	NE corner, South Governors and South Street	Commercial	Office (Medical)	IO	Institutional	
19	NE corner, West Street and Water Street	Med. Den. Res.	SFD (multiple)	RGO	Mixed-Use	
20	SE corner, Dover Street and Monroe Terrace	Commercial	Office (Medical)	RGO	Office Park	
21	Wyoming Avenue, Monroe Terrace and Jefferson Terrace	Commercial	SFD	C-1	Low. Den. Res.	
22	Wyoming Avenue, between south Governors Avenue and South Bradford Street	Low Den. Res.	SFD (3)	R-15	Office Park	
23	South State Street, between Lotus Street and Roosevelt Avenue	Med. Den. Res.	SFD	RGO R-8	Institutional	
24	Roosevelt Avenue, between South Sate Street and South DuPont Highway	Commercial	SFD (2)	R-8	Low Den. Res.	
25	NW corner, Roosevelt Avenue and South DuPont Highway	Med. Den. Res.	Commercial	C-4	Commercial	
26	Roosevelt Avenue, between South Sate Street and South DuPont Highway	Med. Den. Res.	SFD (2)	C-4	Commercial	
27	Wyoming Mill Road	Open Space	Social Club	R-20	Institutional	Masonic Lodge
28	New Burton Road	Low Den. Res.	SFD (3) Mini-Storage	C-1 C-1A C-3	Commercial	
29	NW corner, Webb's Lane and Post Boulevard	High Den. Res.	SFD (6)	R-8	Low Den. Res.	
30	NE corner, Webb's Lane and South DuPont Highway	Commercial Office Park	vacant, State Owned	CPO C-4	Open Space	

31	Hartley Road, north side; Draper Farm	Low Den. Res.	vacant	A	Purchase of Development Rights	State Agricultural Lands Preservation Program
32	Long Point Road, west side	Active Agriculture	vacant	A	Purchase of Development Rights	State Agricultural Lands Preservation Program

Annexations Added to Land Development Plan

No.	Address/Location	Current Land Use	Current Zoning	Proposed Land Use Category	Comments
1A	Hazletville Road	vacant	RM-1	Low Den. Res.	Annexed, 10.27.03
2A	South Governors Avenue	vacant	RM-1 C-2A	Low Den. Res. Commercial	Annexed, 01.12.04
3A	Chestnut Grove Road	vacant	RM-1	Med. Den. Res.	Annexed, 02.23.04; Chestnut Grove Subdivision
4A	Denny's Road and McKee Road	vacant	RM-1	Med. Den. Res.	Annexed, 08.23.04; Bush Farms Subdivision
5A	Forrest Avenue	SFD	CPO	Office Park	Annexed, 11.08.04
6A	North Little Creek Road	Office	RG-2	High Den. Res.	Annexed, 12.13.04
7A	Kenton Road and Chestnut Grove Road	vacant	RG-2	High Den. Res.	Annexed, 08.09.04; Tall Pine Condominiums



DOVER A.F.B.

TOWN OF
LITTLE CREEK

RODNEY
VILLAGE

WEDGEWOOD

CROSSGATES

SHERWOOD

DEL-DOT

SCHOOLVIEW

BLUE
HEN
COMM.

RT 13

ST. JONES
COMMONS

CAPITAL
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Comprehensive Rezoning Project 2005

No.	Address/Location	Current Zoning	Comp. Plan	New Zoning	Current Land Use
1	College Road, west of Delaware State University Campus	RM-2	Institutional	IO	Whatcoat Social Services SFD
2	NE corner, College Road and Railroad Avenue	IO	Commercial	C-3	Abandoned Service Center
3	Silver Lake Boulevard, west side	RG-5	Institutional	IO	Silver Lake Elder Care
4	SE corner, Buckson Drive and Bacon Avenue	R-8	Institutional	IO	Towne Point Elementary
5	1160 Walker Road 1180 Walker Road	R-8	Institutional	IO	SFD St. John's Evangelical Church (owner)
6	Jefferic Boulevard	R-8	Commercial	C-4	Dover Bowl
7	177 Saulsbury Road 179 Saulsbury Road 181 Saulsbury Road	IPM	Office Park	CPO	SFD (3)
8	Saulsbury Road	RG-1	Office Park	CPO	SFD
9	Saulsbury Road	RG-1	Office Park	CPO	SFD (2)
10	Carver Road, west side	RG-1	Office Park	CPO	SFD
11	NE corner, Saulsbury Road and Forrest Avenue	C-2A	Office Park	CPO	Subway Restaurant SFD
12	Ridgley Street, dead end	R-8	Industrial	IPM	SFD (2)
13	Clara Street, south side, between Pear Street and North Queen Street	C-3	Institutional	IO	Wesley College Fields
14	Forrest Road, between Independence Boulevard and George Washington Drive	RGO	High Den Res.	RM-2	Olde Oak Condominiums
15	North Governors Avenue, between Cecil Street and Fulton Street	RG-1	Institutional	IO	
16	North DuPont Highway, rear parcel	RG-5	Commercial	C-4	back portion of Car Wash property
17	Bay Road, west of Schoolview Subdivision	SC-3	Commercial*	RM-2	eastern parcel of Blue Hen Corporate Center
18	West Downtown Dover	C-3 M	Mixed-Use	CPO	Westside Redevelopment Area
19	Wyoming Avenue, between south	R-15	Med. Den. Res. *	CPO	vacant

	Governors Avenue and South Bradford Street				
20	Jefferson Terrace, Monroe Terrace and Wyoming Avenue	C-1	Commercial*	R-8	
21	South Governors Avenue and Wyoming Avenue	R-8	Commercial	CPO	Capital Grange SFD multiple
22	South State Street, west side, between South DuPont Highway and Webb's Lane	R-8	Office Park	CPO	back portion of split zone parcels
23	South Bradford Street	R-8	Commercial	C-2A	SFD
24	South State Street, rear parcel	R-8	Institutional	IO	SFD (future office back parcel)
25	South Governors Avenue, between Wyoming Avenue and the incorporated limits	R-15	Commercial	C-1A	SFD Church
26	140 Roosevelt Avenue	R-8	Commercial	C-1A	Kent County Theater Guild
27	Webb's Lane, between Alder Road and Post Boulevard	RGO	High Den. Res.	RM-2	Pine Grove Apartments
28	228-230 North Queen Street	C-3	Med. Den. Res.	RG-1	SFD

**Amendment to
City of Dover Comprehensive Plan
Chapter 14
Implementation Plan
Presentation for PLUS Review, March 2005**

The City of Dover has prepared amendments to the Annexation Plan and the Land Development Plan Map as part of the Comprehensive Plan Update review in 2005. With the review, the City has recognized some changes that are necessary to the Implementation Plan to be able to achieve resolution to the projects identified. The following is a summary of the changes the staff suggests.

The Phase II actions are to be completed between 2003 and 2006. The amount of consultation and documentation of several of the items identified may not allow the City and staff to bring them to fruition within that time frame. Therefore, for Zoning Ordinance Amendments, we recommend:

- extend the study of the Historic District Overlay Zone into the Phase III period of 2006 to 2008.
- Extend the Unified Commercial Landscape Guidelines and Design Criteria to Phase III, but require a review of the projects developed under the current

Create New Zones:

- extend the Silver Lake/St. Jones Watershed Overlay Zone. It is likely to be a result of DNREC's efforts at implementing code or best management practices for TMDL's. Our discussions with staff have indicated that the education and outreach process will extend into 2006. Resultant legislation will likely be in the Phase II period.

Other Phase II Actions

- See the note above on TMDL's and DNREC's time frame.
- For Economic and Community Development, we suggest adding the development of an Economic Development Plan for the City that is a coordinated effort between the entities involved in economic development from the Chamber, Economic Development Council and the State. The preparation of a document may have to be extended to Phase III.
- The City should add an ordinance to allow participation in the Kent County Transfer of Development Rights (TDR) process. It will require an ordinance by the City before June 30, 2005.

Phase III actions

- The City should add the development of well-head and recharge area protection ordinance to Phase III. It will be required by December 2007.
- The City should add General Revisions of the Subdivision Ordinance. Staff finds that the Subdivision has the greatest impact on development in the City and requires a re-work to develop more specifics and appropriate controls.

- The City should speculate on the General Revisions to the Zoning Ordinance for Phase III. It may be that the staff can have it underway during the Phase III period.